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COUNTRY East Germany

REPORT

TOPIC Staaken Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED 9 June 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

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1. Air activity observed at Staaken airfield from 1 April through 6 May 1953 included:

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1 and 2 April. Between 10 a.m. and noon Li-2s took off in groups of two at short intervals for a circle over the field.

3 April. From 4:30 to 7 p.m., local training flights of 5 to 10 minutes duration were made. Weather was 6/10 overcast.

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4 April. From 3 to 9 p.m., 17 take-offs. After dark, the airfield lights were switched on and searchlights were in operation.

7 April. No air activity was observed in the evening hours. Weather was 8/10 overcast with thundershowers.

8 April. A Li-2 landed at 10:30 a.m. and 12:50 p.m.

9 April. Three Li-2s made local training flights between 6 and 7:35 p.m. Weather was overcast.

10 April. No air activity was observed in rainy weather.

11 April. Between 2 and 7:30 p.m., only one Li-2 landed at 7 p.m. Weather was fair.

12 and 13 April. There was no flying except for a Li-2 which landed between noon and 1 p.m.

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14 April. At 5:50 a.m., noise of a landing plane, apparently a Li-2.

15 April. No air activity was observed. Weather was rainy.

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16 April. Between 10:30 and 11 a.m., two Li-2s took off for five circles over the field. After landing, the planes were parked in the southeastern corner of the installation in front of the hangars. Weather was fair.

17 and 18 April. Two take-offs and landings by Li-2s were observed about noon.

20 April. At 1:50 p.m., two Li-2s took off. They had not returned by 7:30 p.m. Between 5:30 and 6 p.m., five twin-engine planes, apparently Il-12s, landed.

At 6:30 p.m., three Li-2s and five Il-12s were seen in front of the hangars.

21 April. Five Il-12s were parked at the field. No air activity was observed.

22 April. Two Li-2s made local training flights of about 30 minutes' duration between 9:30 a.m. and noon. Fifteen minute-flights were observed from 3 to 8:20 p.m.

24 April. Three Li-2s made local training flights in the afternoon. Weather was fair.

25 April. Between 9 and 10:40 a.m., five Li-2s made local training flights of short duration. A Li-2 was observed aloft between 2 and 2:50 p.m. Five Il-12s were seen parked at the installation.

27 April. No air activity was observed. Weather was rainy.

28 April. At 9:30 and 11:10 a.m. and at 2:20 p.m., a Li-2 landed.

29 April. Only one landing was observed at 11:15 a.m.

1 and 2 May. No air activity was observed. Weather was fair.

4 May. Between 3 and 4 p.m., a Li-2 made local training flights. At 7 p.m., two Li-2s and an Il-12 parked in an open hangar.

5 May. Between 2 and 4 p.m., Li-2s made local flights of 5 to 10 minutes' duration. Weather was overcast with intermittent rain.

6 May. In the morning, Li-2s made local training flights. At 2:30 p.m., an Il-12 took off. The plane which was also marked by a horizontal red stripe around its entire fuselage had not returned by 8 p.m.

four Li-2s and three Po-2s at the installation.<sup>1</sup>

2. radio installation with one mast about 8 meters high and braced four times about 200 meters distant from the Falkensee-Dallgow road toward the extension of the runway, by the side of the searchlight. Near the radio mast there was a temporary building about 8 x 5 meters. four black fuel tanks between the northern taxiway and the railroad line. In early May, north of the runway, four earthwalls about 20 meters long and 2 meters high and between them two additional fuel tanks in the size of railroad tank cars.

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3. On 1 April, trucks [ ] left the field toward Dallgow. One of the trucks was loaded with six soldiers who wore black-bordered blue epaulets.

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4. On 4 May, a container with a capacity of 300 hectoliters was shipped to the airfield.

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5. At 12:40 and 1:05 p.m. on 17 April, a Li-2 and Po-2 respectively took off. The Po-2 landed again after about 50 minutes and then taxied to the flight control station. At 4 p.m., three Po-2s took off for a 45-minute flight over Staaken and Falkensee in right stagger formation. No air activity was observed between 8 and 11 a.m. on 7 May.

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[ ] seven Li-2s at the field. Between 11 a.m. and 2 p.m. on 12 May, Yak-14s made local training flights. Three Li-2s were seen in the hangars. Ground panels were laid out at the eastern end of the runway.

6. A new fuel dump was being established at the northern edge of the field, about 50 meters east of the former German fuel dump. A total of nine fuel containers, five of them newly shipped to the installation, were being dug in there. The new and the old fuel dumps were interconnected by a pipe line. The temporary loam building at the old fuel dump was being replaced by a wooden building 4 x 5 x 3.5 meters. A low wooden building about 6 x 10 x 3.5 meters was seen in the area bordering on the new fuel dump to the east.

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Trucks [ ] were seen.

7. On 29 April, of seven fuel containers seen on the northern edge of the field, four had been erected side by side with side supports.

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8. On 29 April, [ ] four Li-2s making about 30-minute training flights. Eight Li-2s, 4 Yak-14s and 2 Po-2s were parked at the field.

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1. [ ] Comment. The report indicates that there was no change in the status of the field, which continues to be occupied by elements of an air transport regiment equipped with about 10 Li-2s. The 11-12s observed on 20 April had probably stayed only temporarily at the field. They were previously observed as tow planes for cargo gliders in September 1951 and in Staaken in February 1952.

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2. [ ] Comment. For sketch of the enlarged fuel dump, see Annex.

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Staaken Airfield  
New Fuel Dump North

